

From mike at oldaudio.net Tue Jul 1 15:29:08 2014
From: mike at oldaudio.net (Mike Durff)
Date: Tue, 1 Jul 2014 12:29:08 -0700
Subject: [BoatAnchors] Trade BC-652 rcvr
Message-ID: <1404242948.69579.YahooMailNeo@web125003.mail.ne1.yahoo.com>

Trade my BC-652, unmodified, with orig tubes, less power supply... will trade for 35LBS of your "junque", homebrew parts, etc...?

Reply- OFF LIST to K4TQF at yahoo.com

From gumbear at pacbell.net Tue Jul 1 16:33:33 2014
From: gumbear at pacbell.net (Arden Allen)
Date: Tue, 1 Jul 2014 13:33:33 -0700
Subject: [BoatAnchors] Time to unload
Message-ID: <2ED07556EC3F4F70B6722B499D58297B@KB6NAX>

Anchorites,

The joints are creaking and time is limited. Today I rented a storage unit and in the coming month I'll be moving my collection of mostly un-fiddled old radios and test equipment into the unit. When I get it all moved I'll post an inventory here. If anyone is interested in any of the items and doesn't mind driving to Vallejo (San Francisco Bay Area) you will be happily invited to come and pick up items in exchange for a reasonable offer. If you want to haggle and get photos by e-mail we can do that too. If you want any of the items shipped you know it will be expensive to get it to you safely. Post your interest and I'll reply with off List contact info. Thanks.

Arden Allen
KB6NAX

Adopt a shelter or rescue dog
and make a friend for life =:-)

From wwatson5 at sbcglobal.net Thu Jul 3 01:16:55 2014
From: wwatson5 at sbcglobal.net (William Watson)
Date: Wed, 2 Jul 2014 22:16:55 -0700
Subject: [BoatAnchors] Looking for SP-600 part unit
Message-ID: <1404364615.71702.YahooMailNeo@web181205.mail.ne1.yahoo.com>

I am looking for an SP-600 (any version) parts unit having good tuning dials. If you have one you would sell, please let me know.

Thanks.

Joe

W5WBR

From 1oldlens1 at ix.netcom.com Sat Jul 5 15:06:28 2014
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Sat, 5 Jul 2014 12:06:28 -0700
Subject: [BoatAnchors] [Boatanchors] Collins kwm-2/-2A
References: <4A44BEBBA453473DA63F2BEFEE7DC0C7@etmce6cc47f15f>
Message-ID: <EB37BD15B4C34065B18461F785C9EE6D@VALUED20606295>

----- Original Message -----

From: "Bob Jackson" <bob145 at suddenlink.net>
To: "porch.boat" <boatanchors at theporch.com>; "puck.boat"
<boatanchors at puck.nether.net>; "qth.boat"
<boatanchors at mailman.qth.net>
Sent: Saturday, July 05, 2014 11:25 AM
Subject: [Boatanchors] Collins kwm-2/-2A

> I've never owned/used a Collins rig so before I replace my
> now defunct rice box, I need to know how do these rigs
> stack up against contemporary DSP rigs? No rants or raves,
> pls, just point-for-point comps. I'm a 50/50 CW/SSB kind
> of ham.
>
> Tnx es 73 to all,
>
> Bob AG5X

I think a web search will find a great deal about both the Collins and some contemporary rigs such as Drake. I don't think any of them is ideal for CW although they can be satisfactory. If you want a good tube or hybrid CW rig I suggest you look at the Drake B line separates. The shortcoming is the lack of a really steep filter although the IF filter is satisfactory for most purposes. Modern rigs have a lot of features but actual performance may be no better than equipment from fifty years ago plus the old stuff is supportable.

I hear a lot of bad sounding SSB signals on the air due to the settings on the DSP in modern rigs. No one seems able to just leave it alone.

--

Richard Knoppow
Los Angeles
WB6KBL

dickburk at ix.netcom.com

From bob145 at suddenlink.net Sat Jul 5 14:25:32 2014
From: bob145 at suddenlink.net (Bob Jackson)
Date: Sat, 5 Jul 2014 13:25:32 -0500
Subject: [BoatAnchors] Collins kwm-2/-2A
Message-ID: <4A44BEBBA453473DA63F2BEFEE7DC0C7@etmce6cc47f15f>

I've never owned/used a Collins rig so before I replace my now defunct rice box, I need to know how do these rigs stack up against contemporary DSP rigs? No rants or raves, pls, just point-for-point comps. I'm a 50/50 CW/SSB kind of ham.

Tnx es 73 to all,

Bob AG5X

From bob145 at suddenlink.net Sat Jul 5 16:40:43 2014
From: bob145 at suddenlink.net (Bob Jackson)
Date: Sat, 5 Jul 2014 15:40:43 -0500
Subject: [BoatAnchors] Collins vs Others
Message-ID: <52FA5DC86D954DE6BE949607A85EB499@etmce6cc47f15f>

Many thanks to all that responded! I think I've heard enough from both sides.

73 to all,

Bob AG5X

From zengmeiste at aol.com Sat Jul 5 18:50:50 2014
From: zengmeiste at aol.com (Jammer)
Date: Sat, 5 Jul 2014 18:50:50 -0400 (EDT)
Subject: [BoatAnchors] Arden's stash of stuff
In-Reply-To: <mailman.87.1404246844.257.boatanchors@theporch.com>
References: <mailman.87.1404246844.257.boatanchors@theporch.com>
Message-ID: <8D166BAB3B08ACA-1614-5C2E@webmail-vm085.sysops.aol.com>

sounds like a plan, Stan. please sign me up for a copy of your list, tnx.
darn. now I Really have to find that winning Powerball ticket...
that'll solve everything

73, Terry B KC9KEL

From navy.radio at gmail.com Sun Jul 6 14:36:22 2014
From: navy.radio at gmail.com (Nick England)
Date: Sun, 6 Jul 2014 14:36:22 -0400
Subject: [BoatAnchors] Harrisburg PA hamfest photos
Message-ID: <CAB55hNc_bkg4QaW_+Z_nLB=ye3NjCEtL=wqP3JiaMvj8n2AH8A@mail.gmail.com>

thanks to Jim Whartenby
http://www.virhistory.com/ham/harrisburg_2014.htm

From landn2 at frontier.com Sun Jul 6 17:51:41 2014
From: landn2 at frontier.com (Liles and Naomi Garcia)
Date: Sun, 6 Jul 2014 14:51:41 -0700
Subject: [BoatAnchors] National SW-58 Coil For Trade
Message-ID: <OBEDKFDGHEPDGADPPPEHFMELEMAA.landn2@frontier.com>

Good afternoon Everybody,

I have been checking out the different coils that I got with my National SW-5. My SW-5 is working well and it is fun to listen to.

One set of coils that I have is for the National SW-58; at least I think that it is. The coils look to be original National and they have the number " 60 " engraved on the bottom of the coil form. The Internet says that the #60 coil covers from 19 MHz to 35 MHz. Here is the way that these coils are built:

Primary is 1 3/4 turns of #22 enameled wire.
Secondary is 2 1/3 turns of #18 enameled wire.
Tickler is 1 3/4 turns of cotton-covered #36 wire.

There are two extra unused holes and extra scribed wire paths on the form, so I gave this description so that you all would know exactly how these coils are built. Both coils are identical.

Just for further information, none of my other color-coded coils have extra holes and scribe marks in them; however, the color-coded coils are made for the SW-5. I tried these coils in my SW-5, and all I got was background noise.

Since I don't have an SW-58, these coils are extra to my needs. I would like for someone that can use them to have them for their SW-58. I will not use these coils for forms and modify them.

I would like to have some Yellow coils for my SW-5 so that I can listen to the lower part of the BC band. I also need an original audio driver transformer and an original output transformer for my SW-5.

Anyone interested in making some kind of trade?

Best regards from Aloha, Oregon,
Liles Garcia
landn2 at frontier.com

From hbreuer at debitel.net Tue Jul 8 10:04:20 2014
From: hbreuer at debitel.net (Heinz Breuer)
Date: Tue, 08 Jul 2014 16:04:20 +0200
Subject: [BoatAnchors] Rare Brazilian Transceiver EUDGERT Transceptor
DIAMANTE SSB 400A5 Model 88
Message-ID: <53BBFA64.7060502@debitel.net>

Hello,
I just bought a rare transceiver on German eBay which was made in Brazil
in the early/mid 70s. It is a EUDGERT TRANSCEPTOR DIAMANTE SSB 400A5
Model 88. It covers 80m to 10m but WARC bands. This is a hybrid
transceiver utilizing tubes in the driver and final only.
Item #371091870858

Unfortunately it is in unknown condition without manual and lacking the
power supply.

I wonder if there is somebody in Boatanchors land who could help me with
a manual. A power connector would be nice too.

There is very little information available on the internet. EUDGERT was
founded by Gert Wallerstein PY7ALC in 1965 and based in Recife, Brazil.
The company ceased operation in 1975.

vy 73 Heinz DH2FA, KM5VT

Von meinem iPhone gesendet

From smithab11 at comcast.net Tue Jul 8 12:04:50 2014
From: smithab11 at comcast.net (B. Smith)
Date: Tue, 08 Jul 2014 12:04:50 -0400
Subject: [BoatAnchors] RCA AVR-20 Advertisement Brochure Wanted
Message-ID: <53BC16A2.30404@comcast.net>

I am looking for a scan of the RCA 4 page AVR-20 Aircraft Receiver brochure.

The cover can be found on the page below as well as the PDF file brochure for the AVR-15.

<http://k4che.com/RCAAVR20/AVR20p1.htm>

73 k4che

From navy.radio at gmail.com Wed Jul 9 11:28:22 2014

From: navy.radio at gmail.com (Nick England)

Date: Wed, 9 Jul 2014 11:28:22 -0400

Subject: [BoatAnchors] USS Alabama radio

Message-ID: <CAB55hNcm7ALL8ZMP9CJN3MCdwZU=VUw8m0bK-SvwqzzYEs4uFQ@mail.gmail.com>

Howdy men - is anyone on the list involved with USS Alabama radio room restoration or have a contact? Looks like I can make a visit in a couple of weeks and it is always nice to connect with a restorer, see what they need and if I can help, and maybe get some "behind-the-Plexiglas" photos to add to my web pages documenting Navy Radio gear and installations.

Cheers,

Nick England K4NYW

www.navy-radio.com

From navy.radio at gmail.com Sat Jul 12 13:57:15 2014

From: navy.radio at gmail.com (Nick England)

Date: Sat, 12 Jul 2014 13:57:15 -0400

Subject: [BoatAnchors] Periodic plea for Navy radio publications

Message-ID: <CAB55hNdVoUcv=R5CNherUpMmrCYH1a3o=AN64Dj36rORuZ8FpA@mail.gmail.com>

Hi gang - I am looking for the following USN publications - to download, buy, or borrow/rent/pay to copy.

In case you happen to uncover some in a hamfest, an estate sale, or your basement...

You can find downloads of many manuals I have scanned at

<http://www.navy-radio.com/manuals.htm>

NAVSHIPS 900,121(A) - Shipboard Antenna Systems - Chapter 2,
Installation Methods - the A version is much meatier than the original
900,121 and the
later 0967-177-3010

NAVSHIPS 0967-LP-301-7010 - Afloat Communication Systems Criteria
Handbook, Vol I

NAVSHIPS 0967-LP-301-7020 - Afloat Communication Systems Criteria
Handbook, Vol II

NAVELEX 0101,108 - Naval Shore Electronics Criteria:
Naval Security Group Elements, Design and Performance

NAVSHIPS 94200.1 (NAVSHIPS 0967-420-0010) Directory of Communication
Equipment

I still need section 2 of 10

NAVSHIPS 94200.1-1 (NAVSHIPS 0967-420-0011) Supplement 1, Directory of
Communication Equipment

NAVSHIPS 94200.1-2 (NAVSHIPS 0967-420-0012) Supplement 2, Directory of
Communication Equipment

NAVSHIPS 94200.1-3 (NAVSHIPS 0967-420-0013) Supplement 3, Directory of
Communication Equipment

NAVSHIPS 900,109, NAVSHIPS 900,109A - Catalogue of Navy Type
Electronic Material (8 volumes)

I have only Class 47 (RF xfmr's & coils) and Class 48 (Capacitors)

AN/FRQ-9 technical manual - Communications Monitor Set (Shore Installations)

Naval Communications Bulletin (became "Communicator" in 1974) OPNAV 94-P2
small monthly journal with info on Navy comm stations, procedures, etc.

Most any publication with USN callsigns, frequency plans, procedures
1940-1970

(early versions of DNC-3, NTP-4, ACP-113, ACP-124, ACP-125, ACP-126,
ACP-127)

Thanks,
Nick K4NYW
www.navy-radio.com

From arc5 at ix.netcom.com Sun Jul 13 07:48:11 2014

From: arc5 at ix.netcom.com (David Stinson)

Date: Sun, 13 Jul 2014 06:48:11 -0500

Subject: [BoatAnchors] ***JUNK MAIL*** Max Plate Dissipation- Can You Fudge
A Little

Message-ID: <167A657185324FC891AF0008633FB6C8@DaddyPC>

A 6AQ5's max plate dissipation is speced for 10 Watts
in Class C service.

How long do you think I can get away with pushing it
up to 12 Watts? Still staying within the max
cathode current specs, but just barely.

73 D.S.

From arc5 at ix.netcom.com Sun Jul 13 13:16:37 2014
From: arc5 at ix.netcom.com (David Stinson)
Date: Sun, 13 Jul 2014 12:16:37 -0500
Subject: [BoatAnchors] "Philco" Tuning Tool??
Message-ID: <78F63F765EFD4565B7057F33975D595C@DaddyPC>

Many years ago, I purchased this tuning tool from one of the dealers- think it was A.E.S.:
http://home.netcom.com/~arc5/SCR-183/IMG_3211.JPG

IIRC, it was called a "Philco Tuning Tool."
It's a PVC tube with a molded 1/4 inch slot on each end.

Are these still available from anyone?

From wb3fau55 at neo.rr.com Sun Jul 13 14:40:22 2014
From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Sun, 13 Jul 2014 14:40:22 -0400
Subject: [BoatAnchors] 6AQ5
Message-ID: <20140713184023.TXS37.122501.root@cdptpa-web26>

David, a 6V6 has the same specs, do you have room for it? Better yet, a 6L6 would loaf along. Perhaps you don't have the space or want to change the socket? 7C5 also, same spec. At 12 watts, I guess you don't mind a shortened life of the tube? I also think it may work fine for keydown time of only a minute or 2? No old buzzard transmissions.
Why not just reduce power? 73s Russ.

From bob145 at suddenlink.net Wed Jul 16 22:22:00 2014
From: bob145 at suddenlink.net (Bob Jackson)
Date: Wed, 16 Jul 2014 21:22:00 -0500
Subject: [BoatAnchors] SP-600 Restoration
Message-ID: <CE529E657C764DE4B93FAB04680C014F@etmce6cc47f15f>

I have a friend (Seriously, not myself!) with a J21 model (I think) that he may wish to have 'made right'. It is in 'working order' but with low sensitivity and sticky, i.e. not smooth, tuning. RF alignment, I'm told, is spot on. If swapping a few tubes and some general dusting off/out doesn't help, he'll be looking for someone who's ready, willing and able, etc. to make it 'right'. In this case, 'right' means fully functional in the manner and means it was intended to operate with but without cosmetic refurbishment. I will happily pass along any/all suggestions made to me (off list, please) for him to follow up on.

Thanks and 73 to all,

Bob AG5X

PS Yes, he understands that shipping a '600 is a severe task in every respect.

From ddillman at igc.org Thu Jul 17 18:43:48 2014
From: ddillman at igc.org (Richard Dillman)
Date: Thu, 17 Jul 2014 15:43:48 -0700 (GMT-07:00)
Subject: [BoatAnchors] No KSM RTTY Service 19 July
Message-ID: <24064764.1405637028142.JavaMail.root@mswamui-swiss.atl.sa.earthlink.net>

Transmitter Supervisor Steve Hawes is on vacation so there will be no RTTY service from KSM this Saturday 19 July. Steve keys the RTTY transmitters directly from the Bolinas transmit site. However full KSM and K6KPH Morse service will be available including press (on KSM) beginning at 1000pdt/1700gmt. We regret the inconvenience. We expect the return of RTTY service on the following Saturday, 26 July.

NNNN

RD

=====
Richard Dillman, WPE2VT
Chief Operator, Coast Station KSM
Maritime Radio Historical Society
<http://www.radiomarine.org>
=====

From gumbear at pacbell.net Thu Jul 17 20:14:19 2014
From: gumbear at pacbell.net (Arden Allen)
Date: Thu, 17 Jul 2014 17:14:19 -0700
Subject: [BoatAnchors] SP-600 Restoration
In-Reply-To: <CE529E657C764DE4B93FAB04680C014F@etmce6cc47f15f>
References: <CE529E657C764DE4B93FAB04680C014F@etmce6cc47f15f>
Message-ID: <8E2819F2190F4D76993DFD47799D9DE8@KB6NAX>

>I will happily pass along any/all suggestions made to me (off
> list, please) for him to follow up on.

My suggestion, Bob, is for you to allow suggestions on the list so that others can benefit from the experiential knowledge that resides here.

You friend's SP-600 dial drive machinery has to be disassembled, cleaned of dried out grease, and re-lubricated with a long life fine grease. NOT Lubriplate, which dries out in hot electronic equipment. There are some good synthetics that have been recommended here. The RF deck should be recapped to avoid the eventual smoke signals when a screen bypass shorts. Getting the RF deck out is not for a Sunday pleasure, it can make you into a wife beater. SP-600's are relatively easy to align following the manual but be careful with the trimmer caps in the turret. That's all I have for the stew pot.

Arden Allen
KB6NAX

Adopt a shelter or rescue dog
and make a friend for life =:-)

From whitebear1122 at comcast.net Thu Jul 17 20:16:20 2014
From: whitebear1122 at comcast.net (Whitebear1122)
Date: Thu, 17 Jul 2014 19:16:20 -0500
Subject: [BoatAnchors] Swan 270 Experience?
In-Reply-To: <24064764.1405637028142.JavaMail.root@mswamui-swiss.atl.sa.earthlink.net>
References: <24064764.1405637028142.JavaMail.root@mswamui-swiss.atl.sa.earthlink.net>
Message-ID: <5193EB5F-AE59-46E1-B748-EFF11D66228D@comcast.net>

I was wondering if any of the guys here had any experience with the Swan Cygnet transceiver back in the day. I came close to buying one around 1971 while in the US Navy in San Diego. I was test driving one at the San Diego ham store and then was suddenly shipped out to South East Asia and never bought the Swan. I've used the Swan 240 back in 1971, and I've watched friends use their Swan 350 later on. How good is the 270 or 270B? Stable? Smooth tuning? Audio quality? My impression is that it's a low cost version of the 350. 73, Scott WA9WFA

From knjhanlon at msn.com Thu Jul 17 21:00:45 2014
From: knjhanlon at msn.com (JAMES HANLON)
Date: Thu, 17 Jul 2014 19:00:45 -0600
Subject: [BoatAnchors] SP-600 service
Message-ID: <BLU406-EAS266EA64C79941902D6D8522A0F50@phx.gbl>

In my SP-600, I wound up having to replace every "black beauty" capacitor. Some of them are well hidden inside the IF transformer cans and inside the dual conversion "wart" on the side of the chassis. I had to drop the power supply sub chassis to get to that one. The SB-600 is a good receiver, but it was not designed for ease of service!

Jim Hanlon, W8KGI

Sent from my iPhone

From 1oldlens1 at ix.netcom.com Thu Jul 17 22:59:01 2014
From: 1oldlens1 at ix.netcom.com (Richard Knoppow)
Date: Thu, 17 Jul 2014 19:59:01 -0700
Subject: [BoatAnchors] SP-600 Restoration
References: <CE529E657C764DE4B93FAB04680C014F@etmce6cc47f15f>
<8E2819F2190F4D76993DFD47799D9DE8@KB6NAX>
Message-ID: <8DDD83F8114A4B07AF390AEF2EB06E91@VALUED20606295>

----- Original Message -----

From: "Arden Allen via BoatAnchors"
<boatanchors at theporch.com>
To: "Old Tube Radios (new)"
<boatanchors at minime.theporch.com>
Sent: Thursday, July 17, 2014 5:14 PM
Subject: Re: [BoatAnchors] SP-600 Restoration

>>I will happily pass along any/all suggestions
>> made to me (off
>> list, please) for him to follow up on.
>
> My suggestion, Bob, is for you to allow suggestions on the
> list so that
> others can benefit from the experiential knowledge that
> resides here.
>
> You friend's SP-600 dial drive machinery has to be
> disassembled, cleaned of
> dried out grease, and re-lubricated with a long life fine
> grease. NOT
> Lubriplate, which dries out in hot electronic equipment.
> There are some
> good synthetics that have been recommended here. The RF
> deck should be
> recapped to avoid the eventual smoke signals when a screen
> bypass shorts.
> Getting the RF deck out is not for a Sunday pleasure, it
> can make you into a
> wife beater. SP-600's are relatively easy to align
> following the manual but
> be careful with the trimmer caps in the turret. That's
> all I have for the
> stew pot.

>
> Arden Allen
> KB6NAX
>

You can do a reasonable job of cleaning the dial drive without removing it from the receiver but you must remove the front panel and dials. This is more tedious than difficult. Clean out all the bearings with something like PB Blaseter followed with brake cleaner and re-lubricate. Arden is right about there being good long life syntheti grease but don't grease or oil the gears because they are brass and don't need it. The dial is driven by a friction drive so the edge of the band spread dial and the drive wheels must be absolutely clean and oil free. I have encountered drives that were so dry that they had begun to bind. There are a couple of tension springs in the dial drive which are sometimes blamed for slipping drive but I think its far more often the case that either the bearings are stiff from lack of lubrication or the friction surfaces are dirty or oily. A good SP-600 has absolutely smooth dial feel. There may be other receivers as good but I think none better. I can give you some hints on aligning the dials and pointers if you desire.

As far as the capacitors go, if the set has Black Beauties or even the somewhat rare Aerovox plastic caps they should all be replaced. I think there are 42 altogether and there is as list on one of the SP-600 sites. All are 0.01 uf. I think modern polypropylene caps are as good as the ceramic discs used for the military rebuilds and easier to find. You may find some of the electrolytic bathtub caps have also gone bad. Some are used to bypass the AVC and will cause all sorts of trouble if they get too leaky. The tubs can be restuffed but you can also mount new caps on terminal strips. This is easier but doesn't look authentic. Probably the hardest caps to get to are the ones in the auxilliary crystal oscillator. There is only one cap in the first IF transformer assembly on the side of the tuning unit. I think you can get to it without removing the whole tuning unit. In any case, there are pretty complete instructions on removing it and actually on rebuilding it given in the military depot manuals which are available on-line.

Two things to be careful of: One is to make absolutely sure the band switch is in between bands when removing the RF shelf assembly. Otherwise you will bend up the contacts. Second is if you remove the tuning capacitor to be careful not to lose the spring or link. You can tie the spring with a bit of thin solder to keep it from flying. The plates on the tuning cap should NEVER be bent even though they have

slots and look like they were meant for it. If they have been bent try to straighten them but you may have to find a new capacitor. The stators are held in place with clamp screws and fiber washers. Sometimes they seem to drift out of alignment. The stators can be aligned by loosening the clamp screws. They should be exactly parallel with the rotor plates, and exactly centered both between the plates and at the ends. If this is done right the frequency calibration will be very good and the RF tracking right on all over. I think a mis-aligned tuning cap also affects stability. The SP-600 was intended to be very stable and should be.

I also suggest putting about a 2 ohm resistor in series with the dial lamp line. This is shown in the mod for installing an IF gain trimmer for the diversity receivers. The gain pot serves no purpose in a stand alone receiver but the dropping resistor will prevent the RX from eating dial lamps which it otherwise does.

Another note: the voltages given in the tube charts are correct but are taken with an old-fashioned 1000 ohm per volt meter. A more modern 20,000 ohm per volt meter or a VTVM (or DVM) will read high. The exception is the AVC and grid voltage which **MUST** be read with a high resistance VTVM.

Good luck with your project and be careful because it's a back destroyer.

--

Richard Knoppow
Los Angeles
WB6KBL
dickburk at ix.netcom.com

From anchor at ec.rr.com Thu Jul 17 15:31:48 2014
From: anchor at ec.rr.com (Al Parker)
Date: Thu, 17 Jul 2014 15:31:48 -0400
Subject: [BoatAnchors] [Boatanchors] SP-600 Restoration
In-Reply-To: <CE529E657C764DE4B93FAB04680C014F@etmce6cc47f15f>
References: <CE529E657C764DE4B93FAB04680C014F@etmce6cc47f15f>
Message-ID: <53C824A4.4080902@ec.rr.com>

Hi Bob,

The sticky/jumpy tuning is probably due to some lubricant on the brass tuning flywheel and it's small "wheel", and maybe the edge of the dial it rides on. Have him clean those well with alcohol, also lube,

very sparingly, the bushings for the various shafts in the mechanism, as well as the end bearings on the tuning capacitor. Those brass wheels must be scrupulously clean to avoid slipping.

Has this rcvr ever been re-capped? What is the ser. no.? If not, and s/n is below about 17,500 it will be full (more than 50) of BBOD's, and that could be part of the sensitivity problem.

Is this rcvr new to him? Does he know its' history, at least for the last few yrs, and what work has been done to it? He can get some more hints, etc., from the "SP-600" page on <www.boatanchors.org> - link found near the top of the home page.

73,

Al, W8UT

www.boatanchors.org

www.hammarlund.info

"There is nothing -- absolutely nothing -- half so much worth doing as simply messing about in boats"

Ratty, to Mole

From spr at earthlink.net Thu Jul 17 21:42:05 2014

From: spr at earthlink.net (Scott Robinson)

Date: Thu, 17 Jul 2014 18:42:05 -0700

Subject: [BoatAnchors] SP-600 service

In-Reply-To: <BLU406-EAS266EA64C79941902D6D8522A0F50@phx.gbl>

References: <BLU406-EAS266EA64C79941902D6D8522A0F50@phx.gbl>

Message-ID: <53C87B6D.1050905@earthlink.net>

and Scott comments:

Yes, but it's much easier than a Hallicrafters SX-28.

/scott

On 7/17/14 6:00 PM, JAMES HANLON via BoatAnchors wrote:

The SB-600 is a good receiver, but it was not designed for ease of service!

>

From knjhanlon at msn.com Sun Jul 20 18:30:02 2014

From: knjhanlon at msn.com (JAMES HANLON)

Date: Sun, 20 Jul 2014 16:30:02 -0600

Subject: [BoatAnchors] Take a shower

Message-ID: <BLU184-W625F8594E6CCF4D65EDA4EA0F30@phx.gbl>

I thought you folks might enjoy a laugh with me.

In October, 1972 I built a "solid state" crystal calibrator for my HRO-50. It started out with a two-transistor, 100 kHz crystal oscillator which fed into either an SN74121 one-shot for 100 kHz markers or into several dividers, by 2 for 50 kHz, by 4 for 25 kHz, and by 10 for 10 kHz markers. The dividers fed the one-shot as well. In November of 2012, after forty years of faithful service, the SN74121 gave out. Much to my amazement, Mouser still stocked them so I ordered a couple for replacement. I plugged in first one and then the other, but neither of them worked. Being as how it was November in New Mexico, I probably zapped them with an Electrostatic Discharge. So I just gave up and built an RTL one-shot out of discrete parts and plugged that in instead.

My RTL one-shot worked, but not as well as the old SN74121 which was a faster, TTL circuit. The result was that the output pulses were longer and didn't have as much harmonic content as the old IC. I put up with it for about a year and a half and finally ordered some new 74121s from Mouser again.

Today I pulled out my RTL one-shot and plugged in one of the new SN74121s. But I took the best precaution I could think of to avoid ESD this time. I took a shower this morning, and after I had turned off the water but while the shower stall was still steamy, I took the IC out of its packaging strip and plugged it in to the socket in my calibrator. Then I set it aside to "dry."

When I came home from Church and lunch, about 3:30 this afternoon, I powered up the calibrator. Whaddayouknow, it works!

So if you need to do any work on static-sensitive parts and you don't have a fancy ESD mat and wrist grounding strap and you live where the RH is usually around 20% or less, arrange to do your work in the shower.

73,

Jim, W8KGI

From gumbear at pacbell.net Mon Jul 21 00:24:51 2014
From: gumbear at pacbell.net (Arden Allen)
Date: Sun, 20 Jul 2014 21:24:51 -0700
Subject: [BoatAnchors] Take a shower
In-Reply-To: <BLU184-W625F8594E6CCF4D65EDA4EA0F30@phx.gbl>
References: <BLU184-W625F8594E6CCF4D65EDA4EA0F30@phx.gbl>
Message-ID: <4CE562D3C54B498485CA9439D562331B@KB6NAX>

> I thought you folks might enjoy a laugh with me.

Jim, I was just today thinking about how the high humidity here in the SF bay area has kept my foolish doings with computer parts from making me take a bath. You can read that any way you like ;-)

Arden Allen
KB6NAX

Adopt a shelter or rescue dog
and make a friend for life =:-)

From bob145 at suddenlink.net Mon Jul 21 08:16:18 2014
From: bob145 at suddenlink.net (Bob Jackson)
Date: Mon, 21 Jul 2014 07:16:18 -0500
Subject: [BoatAnchors] NC-190 Dial Needed
Message-ID: <88FA6BAB95CC41C8A8BC04717ED44BEB@etmce6cc47f15f>

All -

I need a good, flat (i.e. not warped) bandspread for an NC-190. I'll consider an entire 'parts' set if the price is right.

Tnx es 73 to all,

Bob AG5X

From mike at oldaudio.net Mon Jul 21 12:36:53 2014
From: mike at oldaudio.net (Mike Durff)
Date: Mon, 21 Jul 2014 09:36:53 -0700
Subject: [BoatAnchors] RCA-AVT 111 schematic?
Message-ID: <1405960613.68913.YahooMailNeo@web125006.mail.ne1.yahoo.com>

Hello all:

A google search didn't turn up much on this early 1940's rig. RCA AVT 111 transmitter. I am looking for a schematic or a parts donor rig to restore this rig for QRP use on 80M. Possibly a companion AVR rcvr if any of you may have same in your junk box.?

The one I have is mostly complete, but, has been modified.

Any info or leads appreciated.

TNX, Mike, K4TQF

From wiltelco at gmail.com Mon Jul 21 13:26:44 2014
From: wiltelco at gmail.com (Lionel Williams)
Date: Mon, 21 Jul 2014 12:26:44 -0500
Subject: [BoatAnchors] Help--need a band switch knob for a BC-779
Message-ID: <CAAfq8XFyXb0Yv6EMamGMj1r8kAYqjwclSh+uXYWJdryNLa=4Mg@mail.gmail.com>

I have a WWII BC-779 (SP 200) by Hammarlund receiver with a missing band switch knob. Unfortunately, the metal skirted knob has the bands embossed on it, so it is difficult to use the receiver without it. Anyone have one

for sale or trade--or know of a source?

Thanks

Lionel K5LW

From gsantacana at gmail.com Mon Jul 21 22:38:51 2014
From: gsantacana at gmail.com (Guido Santacana)
Date: Mon, 21 Jul 2014 22:38:51 -0400
Subject: [BoatAnchors] Silvertone Precision
Message-ID: <1821AF0A-6BEF-41E6-B600-BACFCAEC710D@gmail.com>

Several years ago I landed this Silvertone Precision communications receiver. It's a modified Howard 490 or 480 with a sliderule dial. Unfortunately the former owner had decided to give it the Spirit of St. Louis look and added two front panel aluminum overlays. The areas on the side of the sliderule dial not covered by the overlays were painted black with a brush! Electronically the radio just needed a standard recap and alignment. It works quite well but that aluminum overlay had to go. A lot of BA projects and repairs intervened but finally this summer I decided to tackle the Silvertone. The lower and upper overlays were easily removed since they were only held by the front panel hardware. Underneath the overlays the original crackle paint and lettering were fine. The problem lies in the painted areas. If the overlaying black paint could be removed the panel could be saved otherwise it will be a repaint job. Any recommendations about removing overlaying paint will be welcome. There, it has been some time since I have posted in this venerable list.

73s

Guido Santacana KP4FAR

Sent from my iPad

From kd5byb at kd5byb.net Tue Jul 22 18:41:42 2014
From: kd5byb at kd5byb.net (Ben Hall)
Date: Tue, 22 Jul 2014 17:41:42 -0500
Subject: [BoatAnchors] Silvertone Precision
In-Reply-To: <1821AF0A-6BEF-41E6-B600-BACFCAEC710D@gmail.com>
References: <1821AF0A-6BEF-41E6-B600-BACFCAEC710D@gmail.com>
Message-ID: <53CEE8A6.20907@kd5byb.net>

On 7/21/2014 9:38 PM, Guido Santacana via BoatAnchors wrote:

> paint and lettering were fine. The problem lies in the painted areas.
> If the overlaying black paint could be removed the panel could be
> saved otherwise it will be a repaint job. Any recommendations about
> removing overlaying paint will be welcome. There, it has been some
> time since I have posted in this venerable list.

Hi Guido and list,

Years ago, I bought a BC-348 that had been painted with gray paint. Like with your Silvertone, if the top coat of paint could be removed without disturbing the base coat, I could avoid a repaint.

Suggestions here were many. All involved some sort of chemical solvent. One wise soul commented that I should start with the most benign solvent and work my way up. That way I could figure out what would take it off with the least probability of damaging the original wrinkle paint.

If I recall correctly...in order of increasing "power", submitted in the hope that folks will jump in and correct me when I goof this up:

- 1) Water. No effect on my gray paint.
- 2) Water with liquid dish soap. No effect.
- 3) Goo-gone. No effect.
- 4) Mineral Spirits. No effect.
- 5) A mix of mineral spirits and acetone. Probably 2/3rd's mineral spirits, 1/3th acetone.

This started cutting the gray paint *really well*.

Unfortunately, it did remove some of the underlying black wrinkle in places. I probably should have started with less acetone and more mineral spirits.

- 6) If I remember right, straight acetone was next.
- 7) Naptha was in here somewhere, probably at the top.
- 8) At the top was Methyl Ethyl Ketone (MEK).

I did touch up (with a brush) the areas where the wrinkle was damaged. I'm pretty happy with the result:

<<http://www.kd5byb.net/BC348/bc348q.jpg>>

The inspection stamp and M1 stamp are original. While faded...not too bad... ;)

This BC-348-Q is one of three that I own.

Two of them have been electrically restored. The BC-348-N works very well and has a "surrogate" dynamotor - a DM-36 mounted to a custom made interface plate that has the same electrical and mechanical interfaces as an original. The BC-348-M also is setup for a dynamotor and also has a DM-36 surrogate. The M is intermittent - some days it is real sensitive and works well, other days it does not. This unit was *full*

of the pressed-together trimmer caps and a whole bunch had cracked, failed, and I had to develop a repair method for them. I believe one of them may have become intermittent. I do have a bunch of mini ceramic trimmers and little PC boards I made so I can install the mini trimmer on the PC board in the place of the original trimmer with the original hardware.

The BC-348-Q is awaiting its turn on the bench. It was converted to accept an internal AC supply...but the supply that came with it was a *disaster*. The conversion was also a mess...going back to the original 28 VDC configuration will take some work. I am still debating if I am going to build an internal AC supply, do the conversion properly, or convert it back.

thanks much and 73,
ben, kd5byb

From gumbear at pacbell.net Wed Jul 23 00:08:32 2014
From: gumbear at pacbell.net (Arden Allen)
Date: Tue, 22 Jul 2014 21:08:32 -0700
Subject: [BoatAnchors] Silvertone Precision
In-Reply-To: <53CEE8A6.20907@kd5byb.net>
References: <1821AF0A-6BEF-41E6-B600-BACFCAEC710D@gmail.com>
<53CEE8A6.20907@kd5byb.net>
Message-ID: <209178222BBF4BDD9D498AA742D631E5@KB6NAX>

<If I recall correctly...in order of increasing "power", submitted in the
hope that folks will jump in and correct me when I goof this up:

I would put naphtha below acetone in the strength ranking. MEK is the most aggressive in your lineup. Stronger yet is methylene chloride, the stuff in paint strippers. There is what you could call a "see-saw" effect, the effect of solvent strength versus exposure time. You can get away with a stronger solvent if you carefully limit the exposure time. Also, physical agitation with a short bristle brush (trimmed acid brush) of the dissolving surface layer allows solvent to act more quickly on the remaining overcoat paint. The sooner you can get the overcoat removed the less time the base coat is affected, assuming the formula is right. A good approach is to test your formula on an area of base coat that has not been over coated. It all means there is an art to removing an overcoat without damaging the base coat.

Arden Allen
KB6NAX

Adopt a shelter or rescue dog

and make a friend for life =:-)

From gsantacana at gmail.com Wed Jul 23 09:26:24 2014
From: gsantacana at gmail.com (Guido Santacana)
Date: Wed, 23 Jul 2014 09:26:24 -0400
Subject: [BoatAnchors] Silvertone Precision
In-Reply-To: <209178222BBF4BDD9D498AA742D631E5@KB6NAX>
References: <1821AF0A-6BEF-41E6-B600-BACFCAEC710D@gmail.com>
<53CEE8A6.20907@kd5byb.net> <209178222BBF4BDD9D498AA742D631E5@KB6NAX>
Message-ID: <44DD309A-1CA9-43B4-9C46-C7823736786A@gmail.com>

The black paint has been there for a very long time. Apparently the former owner wanted to give the receiver a more "modern" look with the aluminum covers and the black paint. He even reinstalled the S meter so that the aluminum cover would only show the upper half of the meter. Lets see what comes up today but the black paint seems to be quite embedded into the original wrinkle paint. I will inform about the final results.

As I mentioned earlier the Mallory bias battery base is there but the battery is missing. A small 1.5v watch battery should do the job.

73s

Guido KP4FAR

From wa1kbq at aol.com Tue Jul 22 18:03:39 2014
From: wa1kbq at aol.com (Greg Gore)
Date: Tue, 22 Jul 2014 18:03:39 -0400 (EDT)
Subject: [BoatAnchors] Silvertone Precision
In-Reply-To: <1821AF0A-6BEF-41E6-B600-BACFCAEC710D@gmail.com>
References: <1821AF0A-6BEF-41E6-B600-BACFCAEC710D@gmail.com>
Message-ID: <8D1740FED9D48F6-CD8-1997A@webmail-d270.sysops.aol.com>

Guido,

The original factory paint is usually (but not always) an enamel baked hard for scratch resistance and durability which also makes it resistant to most solvents. The brushed on paint is likely an air dry oil base enamel so it might be possible to remove it. I would test anything you plan to use on a small inconspicuous area of the original paint first to be sure you won't harm it. Turpentine may work or one of the graffiti removers might be worth a try also. Nice to see a post from you again!

Regards,
Greg; WA1KBQ

From gumbear at pacbell.net Wed Jul 23 23:06:02 2014
From: gumbear at pacbell.net (Arden Allen)
Date: Wed, 23 Jul 2014 20:06:02 -0700
Subject: [BoatAnchors] Freebie
Message-ID: <636B37DF676A40DF83514921CF56D8F2@KB6NAX>

Anchor Archaeologists,

While exhuming items in my garage I came upon a National tilt back mounting base with it's cast metal National logo in near perfect condition. I doubt if anyone would want the base but the logo could be used to replace a missing one on a receiver, speaker, or whatever National made that carried their nifty logo. I removed the base from an NC-183 receiver over a decade ago because one tilted back receiver among the straight up ones I had then didn't fit the scheme of things. OK, so someone can have the base with logo for postage reimbursement. If you'd like a photo of the base e-mail me directly. First plausible pleading will be the winner.

Arden Allen
KB6NAX

Adopt a shelter or rescue dog
and make a friend for life =:-)

From vilgotch at bigpond.net.au Thu Jul 24 06:42:03 2014
From: vilgotch at bigpond.net.au (Morris Odell)
Date: Thu, 24 Jul 2014 20:42:03 +1000
Subject: [BoatAnchors] paint removal slightly OT
Message-ID: <BLU436-SMTP159F7D5E799D1BBED6B8069ECFF0@phx.gbl>

Hi all,

The current discussion on paint removal has come at the right time for me

- I need some advice too. I'm trying to remove the old paint job from the front panel casting of a 1970s vintage Sperry marine radar I'm working on. It's got very tough marine type paint and methylene chloride paint stripper isn't touching it. I was thinking of tickling with a blowtorch but I wonder if any of the old salts on this list might have any other suggestions.

Here's what I'm doing with it:

<https://www.youtube.com/watch?v=tL3840bE9Cs>

73, Morris

--

Using Opera's mail client: <http://www.opera.com/mail/>

From anchor at ec.rr.com Thu Jul 24 14:50:51 2014
From: anchor at ec.rr.com (Al Parker)
Date: Thu, 24 Jul 2014 14:50:51 -0400
Subject: [BoatAnchors] paint removal slightly OT
In-Reply-To: <BLU436-SMTP159F7D5E799D1BBED6B8069ECFF0@phx.gbl>
References: <BLU436-SMTP159F7D5E799D1BBED6B8069ECFF0@phx.gbl>
Message-ID: <53D1558B.5060303@ec.rr.com>

Hi Morris,

"Over here" we have what's called "Aircraft Stripper", which says on the can "do not use on aircraft". It's available at commercial auto paint suppliers. Just used some on our boat, it's nasty stuff, bad solvent smell, and will about take your skin off if you get any on you.

Left on the work for 10 - 15 minutes, many layers of paint are softened, but if it's left an hour the solvents will evaporate and the paint will hard up, maybe worse than before. Use it at your discretion (and your own risk).

(neat video)

73,

Al, W8UT

www.boatanchors.org

www.hammarlund.info

"There is nothing -- absolutely nothing -- half so much worth doing as simply messing about in boats"

Ratty, to Mole

On 7/24/2014 6:42 AM, Morris Odell via BoatAnchors wrote:

> Hi all,

>

> The current discussion on paint removal has come at the right time for
> me - I need some advice too.

>
> 73, Morris
>

From gsantacana at gmail.com Thu Jul 24 13:12:55 2014
From: gsantacana at gmail.com (Guido Santacana)
Date: Thu, 24 Jul 2014 13:12:55 -0400
Subject: [BoatAnchors] Silvertone Precision
In-Reply-To: <26696845.1406178330990.JavaMail.root@wamui-hunyo.atl.sa.earthlink.net>
References: <26696845.1406178330990.JavaMail.root@wamui-hunyo.atl.sa.earthlink.net>
Message-ID: <CA01yix29UmCPLWF942pxBr0Do=yBbSKW0u_QSPReWU8NDD=Tdw@mail.gmail.com>

On Thursday, July 24, 2014, <spr at earthlink.net> wrote:

>
>
Point well taken. Maybe one that's drained out to 1-1.2v will do. Lets see what happens. The radio was working well without it though.

73s

Guido KP4FAR

From spr at earthlink.net Thu Jul 24 01:05:30 2014
From: spr at earthlink.net (spr at earthlink.net)
Date: Wed, 23 Jul 2014 22:05:30 -0700 (GMT-07:00)
Subject: [BoatAnchors] Silvertone Precision
Message-ID: <26696845.1406178330990.JavaMail.root@wamui-hunyo.atl.sa.earthlink.net>

Guido wrote:
>

>As I mentioned earlier the Mallory bias battery base is there but the battery is missing. A small 1.5v watch battery should do the job.

>
>73s

>
>Guido KP4FAR

and scott coments:

Well,I can only say, 'watch out!' There, I did it.

Thing is, for high mu tubes like 6Q7, 6F5, and their descendants, the difference between 1V bias and 1,5V bias can make the difference between noticeably distorted audio and clean audio. You may need to make 1V by rectifying and dividing down the 6VAC heater supply.

Peace,

Scott

From bill at iaxs.net Thu Jul 24 18:42:08 2014
From: bill at iaxs.net (Bill Hawkins)
Date: Thu, 24 Jul 2014 17:42:08 -0500
Subject: [BoatAnchors] paint removal slightly OT
In-Reply-To: <BLU436-SMTP159F7D5E799D1BBED6B8069ECFF0@phx.gbl>
References: <BLU436-SMTP159F7D5E799D1BBED6B8069ECFF0@phx.gbl>
Message-ID: <5CB9F5F869CA402B8D18A6B655CECE26@system071>

Hi, Morris

Years ago, Mar-Hyde's "Aircraft Coating Remover" was recommended for tough paint removal. Says it contains methylene chloride and alcohols. Instructions are to spray it on surfaces that will stay between 70 and 90 F for 30 minutes. At the end of that time, the paint (even epoxy) will have blistered to the point that it can be removed with a plastic scraper.

Also has warnings about brain damage that can occur with long exposure to methylene chloride. I'd test it for you, but my can sprang a leak while on the shelf and made a mess of the shelf and nearby cans.

The stuff is still available, as a stripper for automobile paint.

I'll deny that I ever advised anyone to use this stuff.

Bill Hawkins

-----Original Message-----

From: Morris Odell via BoatAnchors
Sent: Thursday, July 24, 2014 5:42 AM

The current discussion on paint removal has come at the right time for me

- I need some advice too. I'm trying to remove the old paint job from

the
front panel casting of a 1970s vintage Sperry marine radar I'm working
on.
It's got very tough marine type paint and methylene chloride paint
stripper isn't touching it. I was thinking of tickling with a blowtorch

but I wonder if any of the old salts on this list might have any other
suggestions.

From gumbear at pacbell.net Thu Jul 24 21:42:31 2014
From: gumbear at pacbell.net (Arden Allen)
Date: Thu, 24 Jul 2014 18:42:31 -0700
Subject: [BoatAnchors] paint removal slightly OT
In-Reply-To: <BLU436-SMTP159F7D5E799D1BBED6B8069ECFF0@phx.gbl>
References: <BLU436-SMTP159F7D5E799D1BBED6B8069ECFF0@phx.gbl>
Message-ID: <05957AADB30F41748E2D6A4DCD01E8CF@KB6NAX>

>It's got very tough marine type paint and methylene chloride paint
stripper isn't touching it. I was thinking of tickling with a blowtorch
but I wonder if any of the old salts on this list might have any other
suggestions.

Morris, sounds like the paint may be epoxy based. I'm assuming the paint is
on the bezel surrounding the CRT? Immerse it in straight methylene chloride
but do it under a fume hood with protective gloves or you may not live to
tell about it.

Arden Allen
KB6NAX

Adopt a shelter or rescue dog
and make a friend for life =:-)

From gumbear at pacbell.net Thu Jul 24 21:42:59 2014
From: gumbear at pacbell.net (Arden Allen)
Date: Thu, 24 Jul 2014 18:42:59 -0700
Subject: [BoatAnchors] paint removal slightly OT
In-Reply-To: <53D1558B.5060303@ec.rr.com>
References: <BLU436-SMTP159F7D5E799D1BBED6B8069ECFF0@phx.gbl>
<53D1558B.5060303@ec.rr.com>
Message-ID: <48D36F3FCAC94F4A93A4AE4E1BDE3E67@KB6NAX>

> "Over here" we have what's called "Aircraft Stripper", which says on the can "do not use on aircraft".

Actually, the name of the stuff is "Aircraft Remover." Good name for something that will eat your airplane up. Here's a URL:

http://www.autozone.com/autozone/accessories/Rust-Oleum-128-oz-aircraft-remover/_/N-25uj?itemIdentifier=660023_0_0_

It's typical of paint strippers containing methylene chloride. A link to the MSDS is on the page.

Arden Allen
KB6NAX

Adopt a shelter or rescue dog
and make a friend for life =:-)

From kd5byb at kd5byb.net Fri Jul 25 19:04:48 2014
From: kd5byb at kd5byb.net (Ben Hall)
Date: Fri, 25 Jul 2014 18:04:48 -0500
Subject: [BoatAnchors] R-76 / ARR-13 - Setchell Carlson Model 512
Message-ID: <53D2E290.7050007@kd5byb.net>

Good morning all,

Bought one of these off of the e-place recently. It came with a manual.
I have scanned it and it can be downloaded here:

<<http://www.kd5byb.net/ARR13/Model-512.pdf>>

Enjoy,
Ben, KD5BYB

From gsantacana at gmail.com Fri Jul 25 13:57:26 2014
From: gsantacana at gmail.com (Guido Santacana)
Date: Fri, 25 Jul 2014 13:57:26 -0400
Subject: [BoatAnchors] Russian BA
Message-ID: <732B497A-5CAA-4C70-9D46-8DF008BC72FB@gmail.com>

I know that this may be a shot in the dark but does anyone has a Russian R 311 receiver for sale or trade?

Sent from my iPad

From gsantacana at gmail.com Fri Jul 25 13:58:54 2014
From: gsantacana at gmail.com (Guido Santacana)
Date: Fri, 25 Jul 2014 13:58:54 -0400
Subject: [BoatAnchors] Russian R311
Message-ID: <6F7E95C7-0528-4410-AFBD-5D040EFD292B@gmail.com>

Sorry, forgot to sign the last note about the R311.

73s

Guido KP4FAR

Sent from my iPad

From gsantacana at gmail.com Fri Jul 25 23:33:41 2014
From: gsantacana at gmail.com (Guido Santacana)
Date: Fri, 25 Jul 2014 23:33:41 -0400
Subject: [BoatAnchors] Silvertone Precision
In-Reply-To: <26696845.1406178330990.JavaMail.root@wamui-hunyo.atl.sa.earthlink.net>
References: <26696845.1406178330990.JavaMail.root@wamui-hunyo.atl.sa.earthlink.net>
Message-ID: <64C6D804-D3F5-4359-B413-64C40DE6DE15@gmail.com>

I experimented today with a button battery in place of the Mallory bias battery. It seems to work just fine. No audio distortion at all in the Silvertone. In the meantime another finding was made. A date of 1/1966 is written on the back of the chassis. I suspect that this was the last time that it was worked on. A mod was made to the F band. Six extra turns of stranded, insulated 22 gage wire were added on top of the existing osc coil. The original capacitor for adjusting the high end of the band was also replaced with a bit Pilot air trimmer cap. Maybe the idea was to change the band coverage. Lets see what I can find.

On the front panel. There was no way of removing the old oil based black paint without leaving a mark that looked like a black eye on both sides of the cabinet. So, carefully I covered all of the silkscreened letter with as small as possible pieces of paint tape. The front panel was repainted original wrinkle gray. Then after the tape was removed came the tedious part of going very carefully around the letters with a very fine brush and the wrinkle paint. Then, using a black ink Pilot pen, not the roller tip one, I went over the each letter to enhance the black. It took a couple of days but the result was worth it. There is very little sign if any of the letter covering and the front panel looks very good. A silkscreening job would have been better but this will do.

Best 73s

Guido KP4FAR

From spr at earthlink.net Fri Jul 25 11:52:02 2014
From: spr at earthlink.net (Scott Robinson)
Date: Fri, 25 Jul 2014 08:52:02 -0700
Subject: [BoatAnchors] paint removal slightly OT
In-Reply-To: <05957AADB30F41748E2D6A4DCD01E8CF@KB6NAX>
References: <BLU436-SMTP159F7D5E799D1BBED6B8069ECFF0@phx.gbl>
<05957AADB30F41748E2D6A4DCD01E8CF@KB6NAX>
Message-ID: <53D27D22.5030407@earthlink.net>

Hi Arden and Morris,

For gear of this age, epoxy probably wasn't even invented, and in any case epoxy paint arrived about 10 years after epoxy adhesives. But baked on enamel was, and it's tough stuff. Lacquer thinner won't touch it.

/scott

On 7/24/14 6:42 PM, Arden Allen via BoatAnchors wrote:
>>Morris, sounds like the paint may be epoxy based. I'm assuming the
> paint is
> on the bezel surrounding the CRT?

From vilgotch at bigpond.net.au Sat Jul 26 18:33:52 2014
From: vilgotch at bigpond.net.au (Morris Odell)
Date: Sun, 27 Jul 2014 08:33:52 +1000
Subject: [BoatAnchors] paint removal slightly OT
In-Reply-To: <53D27D22.5030407@earthlink.net>
References: <BLU436-SMTP159F7D5E799D1BBED6B8069ECFF0@phx.gbl>
<05957AADB30F41748E2D6A4DCD01E8CF@KB6NAX> <53D27D22.5030407@earthlink.net>
Message-ID: <000301cfa921\$adef26a0\$09cd73e0\$@bigpond.net.au>

Thanks Scott, and all the others who have made suggestions about this. Today (Sunday) is the first dry and warm(ish) day for a while in this Aussie winter and I'm going to give it a longer dose of paint stripper outside. A heat gun had no effect but a trial of a wire brush in a drill did take off some paint. It's too big a job for doing it that way when you take into account the entire housing so if the paint stripper doesn't work I'll look for a bead blaster.

More news as it breaks,

73 to all,

Morris VK3DOC

From donreaves at gmail.com Sat Jul 26 18:52:00 2014
From: donreaves at gmail.com (Don Reaves)
Date: Sat, 26 Jul 2014 17:52:00 -0500
Subject: [BoatAnchors] paint removal slightly OT
In-Reply-To: <000301cfa921\$adef26a0\$09cd73e0\$@bigpond.net.au>
References: <BLU436-SMTP159F7D5E799D1BBED6B8069ECFF0@phx.gbl>
<05957AADB30F41748E2D6A4DCD01E8CF@KB6NAX>
<53D27D22.5030407@earthlink.net>
<000301cfa921\$adef26a0\$09cd73e0\$@bigpond.net.au>
Message-ID: <CAEj02LZ0hZ0z9yExEzE6kJcF8LdtLpcrT0U-50T30UZ6jQPDZw@mail.gmail.com>

Morris, try a soda blaster. It will remove soft paint but likely not a tough undercoat. It depends on how you adjust the soda blaster nozzle. I've had good luck stripping flaking paint on WWII ARC-2 covers, and not damaging the actual aluminum metal. My soda blaster only works right on days when the relative humidity is at or less than 50%.

Don

From vilgotch at bigpond.net.au Sat Jul 26 22:41:10 2014
From: vilgotch at bigpond.net.au (Morris Odell)
Date: Sun, 27 Jul 2014 12:41:10 +1000
Subject: [BoatAnchors] paint removal slightly OT
In-Reply-To: <1406422764.21695.YahooMailNeo@web184305.mail.ne1.yahoo.com>
References: <BLU436-SMTP159F7D5E799D1BBED6B8069ECFF0@phx.gbl>
<05957AADB30F41748E2D6A4DCD01E8CF@KB6NAX> <53D27D22.5030407@earthlink.net>
<000301cfa921\$adef26a0\$09cd73e0\$@bigpond.net.au>
<1406422764.21695.YahooMailNeo@web184305.mail.ne1.yahoo.com>
Message-ID: <000001cfa944\$3a640f20\$af2c2d60\$@bigpond.net.au>

Arden said:

> Morris, enclose the thing in an airtight container while soaking it with paint remover to keep solvent from evaporating.? When you are ready to examine result dilute with mineral spirits to > prevent rapid evaporation in the air.? Let us know your results.? -Arden

I am having some success with prolonged exposure to methylene chloride stripper. Down here it's only available as a gel which you apply with a cheap disposable brush. Finding an airtight contained for the whole casing

would be very difficult but the get should prevent a lot of evaporation. After leaving it for about half an hour the paint was weakened enough to be scraped off reasonably well, leaving the really tough yellow-green primer. That stuff is very hard to remove but I should be able to cover it with a spray can epoxy paint. A good wash with the hose and it looks acceptable.

73, Morris

From gsantacana at gmail.com Sat Jul 26 20:09:03 2014
From: gsantacana at gmail.com (Guido Santacana)
Date: Sat, 26 Jul 2014 20:09:03 -0400
Subject: [BoatAnchors] Russian BA
In-Reply-To: <53D40B54.2080203@nova.org>
References: <732B497A-5CAA-4C70-9D46-8DF008BC72FB@gmail.com>
<53D40B54.2080203@nova.org>
Message-ID: <CA01yix1GkDrq-qNUq0h6hsXZBcSgbYFV1HPGsZT-772V1h4tFQ@mail.gmail.com>

Hi Tom

Thanks! I will try them and see if they ship here. I am in San Juan, Puerto Rico (US territory since 1898). The island is a USPS domestic destination. Been living here since 64, a ham since 76 and collecting BAs since 77 when I was hooked working on a TCS12 receiver. I began on this list in 98-99 if my memory serves me right. As of this date I am the only BA collector here. Some other hams have a couple of rigs but most are weary about working on them. This list has saved me many times in the past and has been a great way to know many experts, trade, sell and have fun with our BAs.

73s

Guido KP4FAR

>>
>
>

From wa1kbq at aol.com Sat Jul 26 16:03:07 2014
From: wa1kbq at aol.com (Greg Gore)
Date: Sat, 26 Jul 2014 16:03:07 -0400 (EDT)
Subject: [BoatAnchors] Silvertone Precision
In-Reply-To: <26696845.1406178330990.JavaMail.root@wamui-hunyo.atl.sa.earthlink.net>
References: <26696845.1406178330990.JavaMail.root@wamui-hunyo.atl.sa.earthlink.net>
Message-ID: <8D17723C0A01CA2-1584-3616D@webmail-vm077.sysops.aol.com>

Good point Scott. If memory serves the Mallory bias cells were available in 1.0V, 1.25V and 1.5V.

Greg,
WA1KBQ

Scott comments:

Thing is, for high mu tubes like 6Q7, 6F5, and their descendants, the difference between 1V bias and 1,5V bias can make the difference between noticeably distorted audio and clean audio.

From wwatson5 at sbcglobal.net Mon Jul 28 12:21:21 2014
From: wwatson5 at sbcglobal.net (William Watson)
Date: Mon, 28 Jul 2014 09:21:21 -0700
Subject: [BoatAnchors] Need cable or connectors for WRR-2A
Message-ID: <1406564481.54056.YahooMailNeo@web181204.mail.ne1.yahoo.com>

I need to find or make the power cable that interconnects the two blisters of the WRR-2A.

It has P956 on one end and P1807 on the other end.

P956 is type AN3106A-16S-5S

P1807 is type AN3106A-16S-5P

I really don't expect anyone to have one of these cables, or these connectors, lying around, but it never hurts to ask!

Joe Watson
W5WBR

From kd5byb at kd5byb.net Mon Jul 28 19:28:14 2014
From: kd5byb at kd5byb.net (Ben Hall)
Date: Mon, 28 Jul 2014 18:28:14 -0500
Subject: [BoatAnchors] Chassis for Homebrewing
Message-ID: <53D6DC8E.3090101@kd5byb.net>

Good evening all,

In a quiet moment at work a few weeks ago, I started thinking about a power supply I needed to build.

I was sort of surprised to see the prices chassis are going for these days, so I've been brainstorming over the past few weeks on what to use other than a Bud or Hammond chassis.

I found a recommendation for chassis made by Byers' Chassis but Charlie (K3IWK) passed away in 2013 and best I can tell, he was the company.

So I'm toying with making my own. Curious to know what others have done in similar situations. I've got some limitations here:

- I do have a miter saw, but not a table saw. (nor do I have room for a table saw) I can cut wood to length squarely and accurately, but cannot rip lumber.
- I can cut sheet metal with a lever-action shear somewhat accurately and file as needed, but I cannot bend sheet metal accurately.
- I can equip the miter saw with a blade that will cut aluminum, so I can use metal c-channel and angle in the design.

Thought number one was to use oak wood to make a box, and put sheet metal on top. I did exactly this when I built my BC-221 power supply. Problem is, controls must be mounted thru the aluminum on the top and not thru the sides. This really limits the real-estate available.

Thought number two was to use sheet metal for the front, top, rear, and bottom, using oak from Home Depot / Lowes as shown below for the sides:

<<http://www.kd5byb.net/Chassis/wood%20side%201.JPG>>
<<http://www.kd5byb.net/Chassis/wood%20side%202.JPG>>

(in both, imagine there is a bottom plate that attaches the same way the top plate does with angle stock) In my opinion, rather attractive.

Thought number three was influenced by a design I read somewhere that used sheet and c-channel:

<<http://www.kd5byb.net/Chassis/metal%20side%201.JPG>>
<<http://www.kd5byb.net/Chassis/metal%20side%202.JPG>>

The original design did not have the wood side panels. Instead, two additional pieces of C-channel were used, with the C pointing out like this:

Front view:] [

(image sheet metal on the top and bottom)

While nice and easy to build if you can cut c-channel, it results in a footprint that is rather large for the amount of chassis space present.

This is also attractive, but the top and the bottom of the C does cut into chassis real-estate. On the other hand, it has built-in heat sinks with the large c-channel.

So I'm curious to know what others have done in similar situations and for any feedback on the above ideas.

thanks much and 73,
ben, kd5byb

From k1lky68 at gmail.com Mon Jul 28 20:08:22 2014
From: k1lky68 at gmail.com (Roy Morgan)
Date: Mon, 28 Jul 2014 20:08:22 -0400
Subject: [BoatAnchors] Help--need a band switch knob for a BC-779
In-Reply-To: <CAAfq8XFyXb0Yv6EMamGMj1r8kAYqjwcLSh+uXYWJdryNLa=4Mg@mail.gmail.com>
References: <CAAfq8XFyXb0Yv6EMamGMj1r8kAYqjwcLSh+uXYWJdryNLa=4Mg@mail.gmail.com>
Message-ID: <8F44E203-CD29-4626-B239-72D8DD6D162B@gmail.com>

On Jul 21, 2014, at 1:26 PM, Lionel Williams via BoatAnchors <boatanchors at theporch.com> wrote:

> I have a WWII BC-779 (SP 200) ...the metal skirted knob has the bands embossed
> on it, so it is difficult to use the receiver without it.

Lionel,

Sorry I can't offer a replacement knob. But I can add t the request list:

I need the two dial bezels for the BC-779 (or civilian equivalent). I repainted my front panel in about 1965, and have not seen the bezels for many decades now;

Thanks for looking.

Roy

Roy Morgan
RoyMorgan at alum.mit.edu
K1LKY Since 1958

From n7rk at cox.net Mon Jul 28 21:52:50 2014
From: n7rk at cox.net (David Hollander)
Date: Mon, 28 Jul 2014 18:52:50 -0700
Subject: [BoatAnchors] [Boatanchors] Stinky Manuals
In-Reply-To: <XxD11o016071Ufg01xDnd4>
References: <XxD11o016071Ufg01xDnd4>
Message-ID: <53D6FE72.10005@cox.net>

Put them in a box with a couple of Bounce (dryer) sheets for a week and they should be fine.

Dave N7RK

From arc5 at ix.netcom.com Mon Jul 28 22:55:58 2014
From: arc5 at ix.netcom.com (David Stinson)
Date: Mon, 28 Jul 2014 21:55:58 -0500
Subject: [BoatAnchors] Micamold Recovery- Aging Test
In-Reply-To: <0DEBD088CA85443EBECB8A8746859C36@DaddyPC>
References: <0DEBD088CA85443EBECB8A8746859C36@DaddyPC>
Message-ID: <9C2FD46EDF0C42E7B3834B8A4D62F798@DaddyPC>

Some have been following this test of the possibility of recovering NOS "leaky" Micamold caps to some level of service.

Summary-

20 NOS "leaky" Micamold caps were baked at a temperature above the boiling point of water (250-300 degs F) for 1.5 hours. They were allowed to cool for 2 hours. There was some minor oil leakage from some caps. Some had minor "steam bulges." 19 of the caps now tested "good" on my ZM-11 bridge. The caps were coated in plain white candle wax and placed in a high-temp, very high humidity environment for 3 days. One failed due to a defective wax coat, the remaining 18 testing "good." The remaining caps were connected in parallel, the group then placed in series with 170 VAC PTP and a lamp for several days. None failed. The caps were then left to "age" in a hot Texas barn for a month and retested. None failed. I have marked the 18 remaining caps with a daub of paint and added them to my inventory.

I will now process a much larger batch, agitating the wax this time for better coverage, and test them.
I'll let you know.

73 DE Dave AB5S

From gumbear at pacbell.net Mon Jul 28 23:30:21 2014
From: gumbear at pacbell.net (Arden Allen)
Date: Mon, 28 Jul 2014 20:30:21 -0700
Subject: [BoatAnchors] Chassis for Homebrewing
In-Reply-To: <53D6DC8E.3090101@kd5byb.net>
References: <53D6DC8E.3090101@kd5byb.net>
Message-ID: <4991281F27E448C789DBF705C4FAB57F@KB6NAX>

>So I'm toying with making my own. Curious to know what others have
> done
in similar situations.

A wooden frame with sheet metal panels makes a sturdy chassis. Mounting controls and connectors is easy. Mount sheet metal outer panels on the sides. Using a hole saw make cutouts for the individual controls to mount through to the metal panel. Lay out the panel mounting holes first and then use the drilled panel as a template for drilling the clearance holes in the wooden frame.

Arden Allen
KB6NAX

Adopt a shelter or rescue dog
and make a friend for life =:-)

From bob145 at suddenlink.net Mon Jul 28 17:13:21 2014
From: bob145 at suddenlink.net (Bob Jackson)
Date: Mon, 28 Jul 2014 16:13:21 -0500
Subject: [BoatAnchors] Stinky Manuals
Message-ID: <1AC122A5631443D89701B92E9CA87F05@etmce6cc47f15f>

I recently acquired a series of manuals for some of my SWL rigs. Got them at a good price, etc. but when I opened the package, I was nearly knocked back by the super strong cigarette smoke odor. I and my XYL are very allergic to same. Does anyone have any suggestions about how to deal with this situation? Having manuals you can't bear to use are, well, useless.

73 to all,

Bob AG5X

From wb3fau55 at neo.rr.com Tue Jul 29 12:28:21 2014

From: wb3fau55 at neo.rr.com (wb3fau55 at neo.rr.com)
Date: Tue, 29 Jul 2014 12:28:21 -0400
Subject: [BoatAnchors] old mica caps-test
Message-ID: <20140729162821.683JK.258406.root@cdptpa-web26>

Fascinating tests David. I would, however put the voltage tests near the rating of the caps. I would like to see them tested in a hi-power RF environment. It would be interesting to see if anymore would fail? 73s Russ.

From sestokes at sonic.net Tue Jul 29 13:36:39 2014
From: sestokes at sonic.net (Hole In The Head Press)
Date: Tue, 29 Jul 2014 10:36:39 -0700
Subject: [BoatAnchors] Stinky Manuals
In-Reply-To: <1AC122A5631443D89701B92E9CA87F05@etmce6cc47f15f>
References: <1AC122A5631443D89701B92E9CA87F05@etmce6cc47f15f>
Message-ID: <53D7DBA7.9050305@sonic.net>

Had the same problem with a bunch of manuals from ebay.

You might want to try putting the offending books in a large plastic bag along with a coffee filter cone (or some other porous material) filled with baking soda and let the whole thing brew for 3 or 4 days.

Another thing to try - put several fabric softener sheets between the pages of old, smelly manuals and seal them in a plastic bag for a while.

Sam Stokes, Publisher, KG6XYZ
Hole In The Head Press
Rings of Supersonic Steel, 3rd Edition
The Last Missile Site
<http://www.holeintheheadpress.com>

On 7/28/2014 2:13 PM, Bob Jackson via BoatAnchors wrote:

> I recently acquired a series of manuals for some of my SWL rigs. Got them at a good price, etc. but when I opened the package, I was nearly knocked back by the super strong cigarette smoke odor. I and my XYL are very allergic to same. Does anyone have any suggestions about how to deal with this situation? Having manuals you can't bear to use are, well, useless.

>

> 73 to all,

>

> Bob AG5X

>

> -----
> BoatAnchors mailing list

> BoatAnchors at theporch.com

> <https://minime.theporch.com/mailman/listinfo/boatanchors>

>
>

From arc5 at ix.netcom.com Wed Jul 30 07:02:35 2014
From: arc5 at ix.netcom.com (David Stinson)
Date: Wed, 30 Jul 2014 06:02:35 -0500
Subject: [BoatAnchors] ***JUNK MAIL*** Part Recovery- (Was "Micamold....")
In-Reply-To: <8D179B39DF5896B-1BA8-8347@webmail-vn001.sysops.aol.com>
References: <0DEBD088CA85443EBECB8A8746859C36@DaddyPC>
<9C2FD46EDF0C42E7B3834B8A4D62F798@DaddyPC>
<8D179B39DF5896B-1BA8-8347@webmail-vn001.sysops.aol.com>
Message-ID: <989A5DDF373D4976933B054D1E9128DE@DaddyPC>

(shared with the group for discussion)

----- Original Message -----
From: <hwhall at compuserve.com>

I recall some fellows explaining that they'd recovered carbon
comp resistors by baking but some (most?) didn't restore
permanently....

The failure mode in carbon comps is different. Resistors age
"up" in resistance because the carbon "micro-fractures"
and impurities oxidize, creating Hi-Z areas in the structure.
Imagine a large array of resistors in parallel, which is the
carbon
cylinder inside the part. Each time a crack develops or an area
oxidizes, some of the resistors go hi-Z and that makes the whole
array go higher in resistance.
Heating might temporarily "mend" some of the cracks,
but they will open again in short order. Not really "fixable."
GL OM DE Dave AB5S

From 4cx250b at miamioh.edu Thu Jul 31 10:15:04 2014
From: 4cx250b at miamioh.edu (MU 4CX250B)
Date: Thu, 31 Jul 2014 08:15:04 -0600
Subject: [BoatAnchors] Fwd: Vacuum transistor
References: <CAJrnhpP=PDm__vg2THmkSBwHL+UTuDzMoo5P3T5jbwPybpVrUA@mail.gmail.com>
Message-ID: <3218488892090796934@unknownmsgid>

Interesting merging of vacuum tube and FET technology.

Jim w8zr

The vacuum transistor.

<http://spectrum.ieee.org/semiconductors/devices/introducing-the-vacuum-transistor-a-device-made-of-nothing>

From w2dgb at ptd.net Thu Jul 31 09:54:22 2014
From: w2dgb at ptd.net (Bill Fizette)
Date: Thu, 31 Jul 2014 09:54:22 -0400
Subject: [BoatAnchors] Fw: Chassis for Homebrewing
Message-ID: <AC6BFCB5667743FE8EFD4D938E9617E1@BillPC>

From: "Bill Fizette" <w2dgb at ptd.net>
To: "Ben Hall" "Old Tube Radios" <Sent: Tuesday, July 29, 2014 7:08 AM
Subject: Re: [BoatAnchors] Chassis for Homebrewing

> Ben,
>
> I have been successssful by using a discarded Al chassis, cutting the top
> out, and having a new piece of 1/16 Al cut at a sheet metal shop to make
> the new top. Installed with either small bolts or sheet metal screws. If
> the holes in the sides are a problem, another piece of Al will cover
> these. As will a new front panel.
>
> Not pristine, but does work for a HB. I have two projects going now using
> this approach, and they are quite satisfactory.
>
> C channel in various sizes, with a new Al top, is also an easy way to go.
> And, as you suggest, wood can be thrown into the mix. Certainly not as
> easy as buying a new chassis, but that is not what this is about.
>
> 73, Bill W2DGB
>
>
>
>
>

From kd5byb at kd5byb.net Thu Jul 31 20:09:47 2014
From: kd5byb at kd5byb.net (Ben Hall)
Date: Thu, 31 Jul 2014 19:09:47 -0500

Subject: [BoatAnchors] Chassis for Homebrewing
In-Reply-To: <4991281F27E448C789DBF705C4FAB57F@KB6NAX>
References: <53D6DC8E.3090101@kd5byb.net>
<4991281F27E448C789DBF705C4FAB57F@KB6NAX>
Message-ID: <53DADACB.2050207@kd5byb.net>

Good evening Arden and all,

Thank you for the many suggestions on home-brewing chassis. I've got a lot of great ideas and am going to proceed with making my own.

On 7/28/2014 10:30 PM, Arden Allen wrote:

> controls and connectors is easy. Mount sheet metal outer panels on the
> sides. Using a hole saw make cutouts for the individual controls to
> mount through to the metal panel. Lay out the panel mounting holes
> first and then use the drilled panel as a template for drilling the
> clearance holes in the wooden frame.

This is a splendid idea - I am almost embarrassed to admit that I never thought of this as an option!

For the small bench supply I'm working on, I will use the wood-frame with metal top, bottom, and with a front plate as suggested by Arden. This supply will only have an ON/OFF switch, a pilot light, and output terminals.

I am also working on a much larger, multi-voltage, multi-purpose power supply. For this supply, I'm going to use a metal frame / sheet metal approach suggested by Jim Garland. In this method, a frame is constructed to hold sheet metal top, bottom, front, back, and side panels. This allows for a lot of front panel real-estate and will support some very heavy transformer iron.

Bill Fizette's method of recycling chassis is also something I intend to try, if I can get my hands on some used aluminum chassis. I am sort of kicking myself now, because at one point I had a nice rack-mount chassis that had had many holes for electro caps. I discarded it, as I figured with all the large holes, it wasn't of much use. Hopefully, at the Huntsville Hamfest I can pick up some used chassis for a few dollars each.

thanks much and 73,
ben, kd5byb